



# CUYAHOGA GREENWAYS



# INTRODUCTION – PROJECT VISION

## DISTINCT ADVANTAGE

Cuyahoga Greenways is an **interconnected system** of greenways and urban trails that tie in with public transportation and parks to offer

## PRODUCTS/SERVICES

**recreational opportunities** and **options for getting around** the county,

## END BENEFIT

## AUDIENCE

elevating the **health of the community** and the **individuals who call it home.**

# BACKGROUND

## NOACA - Transportation for Livable Communities Initiative (TLCI)

### Building from 2014 – Eastside Greenway TLCI Plan

#### CORE TEAM

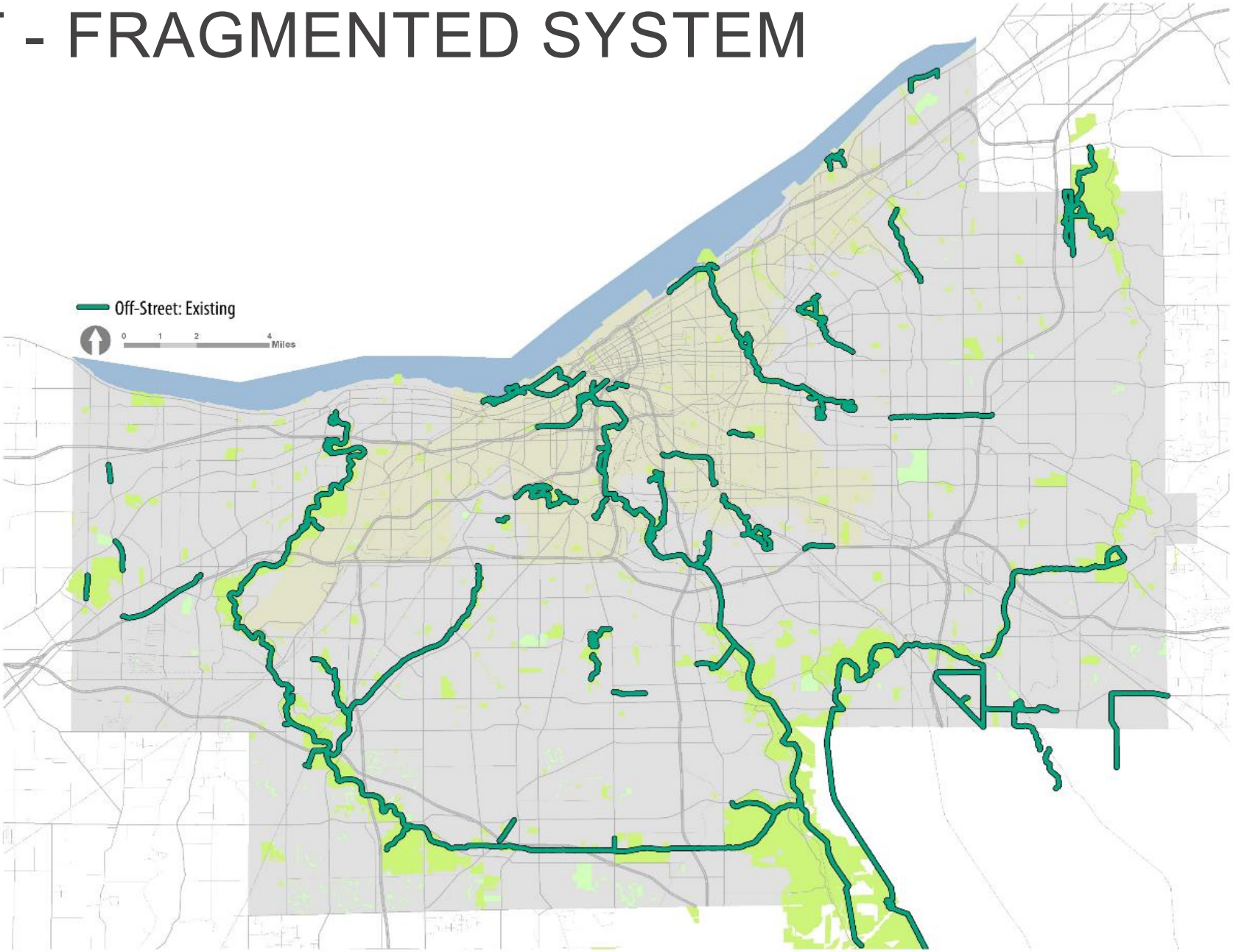


#### CONSULTANT TEAM





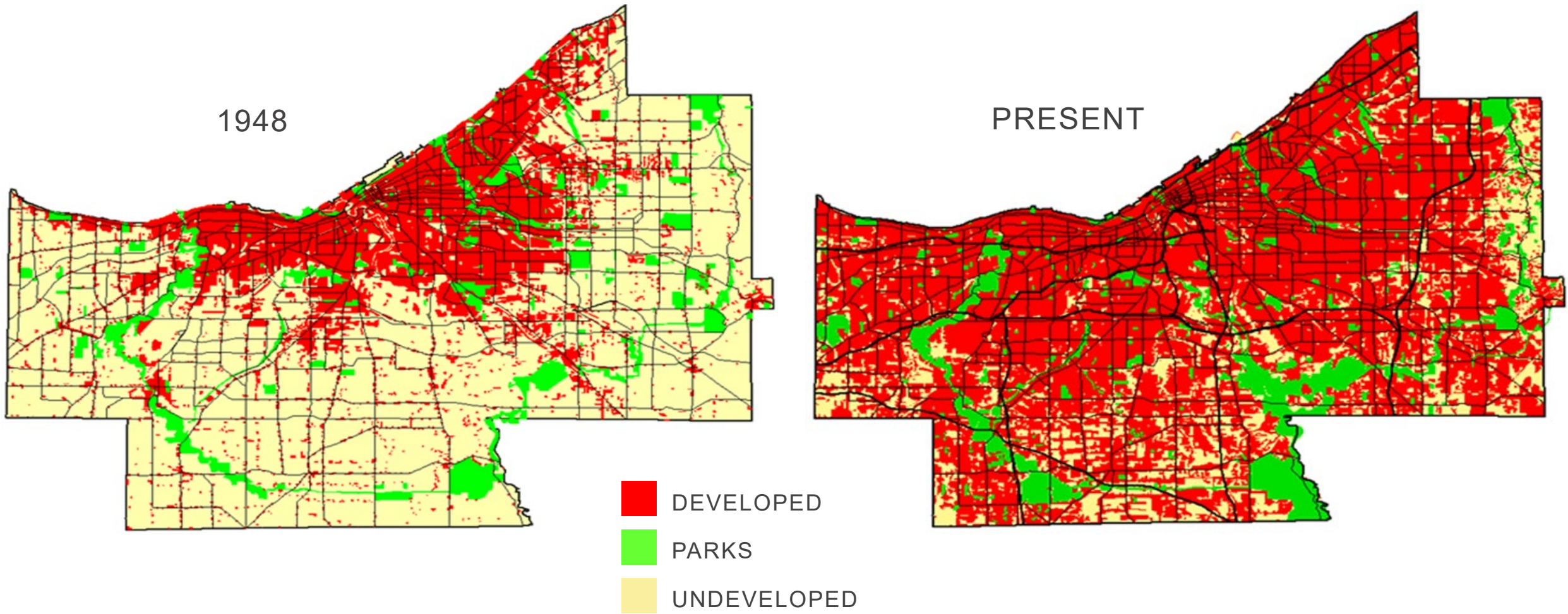
# CONTEXT - FRAGMENTED SYSTEM





# CONTEXT - SPRAWL

SIMILAR POPULATION  
USING 2X AS MUCH LAND





# GOALS

Image Source: Cleveland Metroparks



**Be Accessible.**  
Build a Connected System

Create logical and user friendly greenway and urban trail system that is easy to get to and provides local and regional connections

Image Source: Bike Cleveland



**Be Equitable.**  
Serve All Ages + Abilities

Focus on connecting to all communities  
Advance implementation of low traffic stress facilities



**Be Bold.**  
Drive + Attract Economic Vitality

Connect to destinations – including job centers and commercial or cultural hotspots to attract and retain residents while supporting businesses and tourism

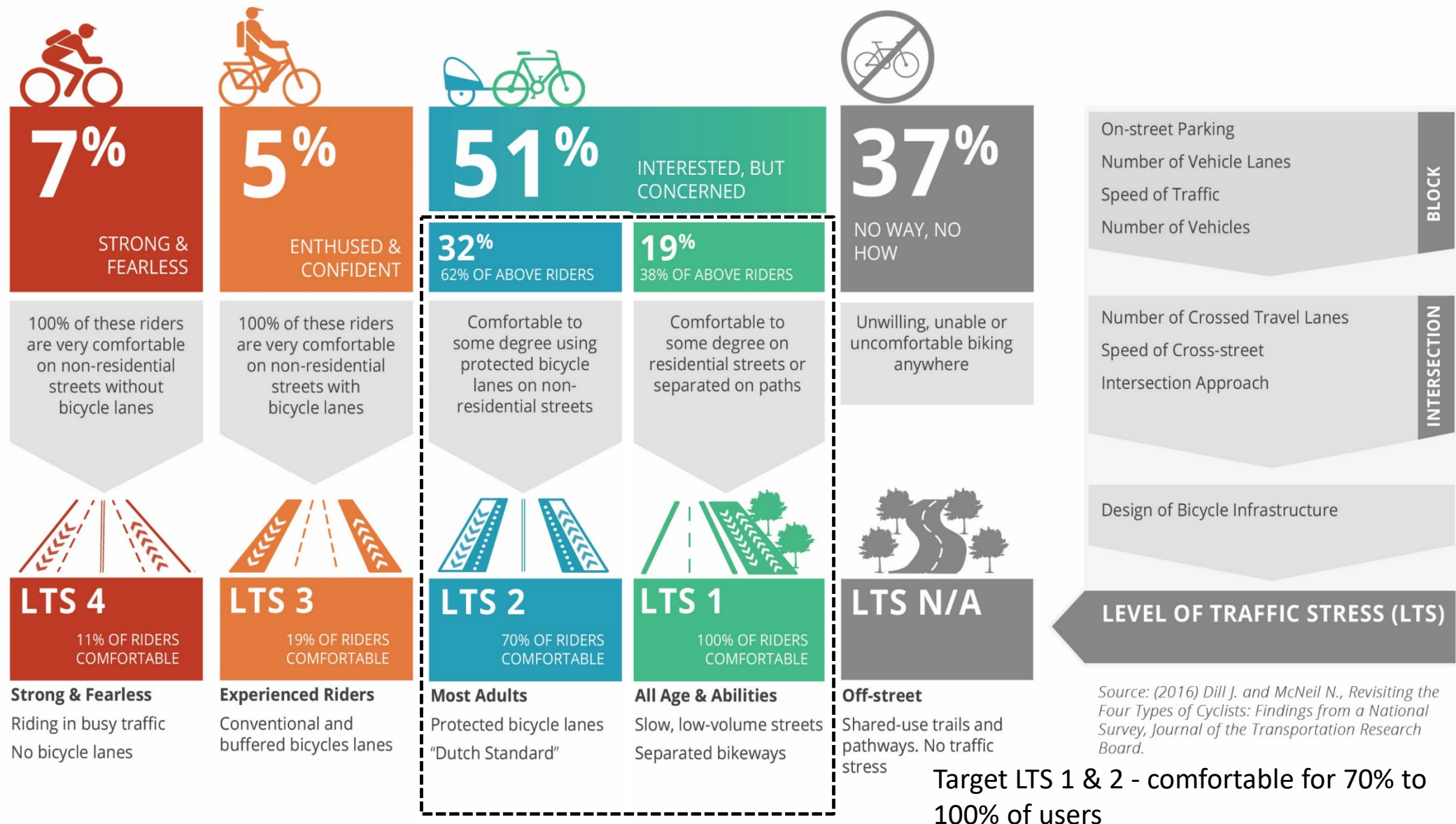
Image Source: Cleveland Metroparks



**Be Healthy.**  
Promote Active Lifestyles

Leverage existing trails and open space to better link all communities to parks and natural systems

# GOALS - DESIGN FOR ALL AGES & ABILITIES



Source: (2016) Dill J. and McNeil N., Revisiting the Four Types of Cyclists: Findings from a National Survey, Journal of the Transportation Research Board.





# METHODS & PUBLIC ENGAGEMENT



# MEETINGS & PUBLIC ENGAGEMENT



## ENGAGEMENT CORE

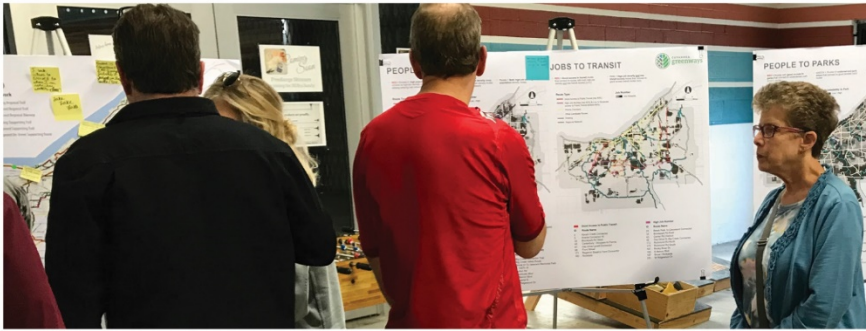
43 communities  
11 steering committee  
collaboration sessions

29 regional organizations

20 community-wide events  
Over 400 participants

27 public groups and  
neighborhood organizations

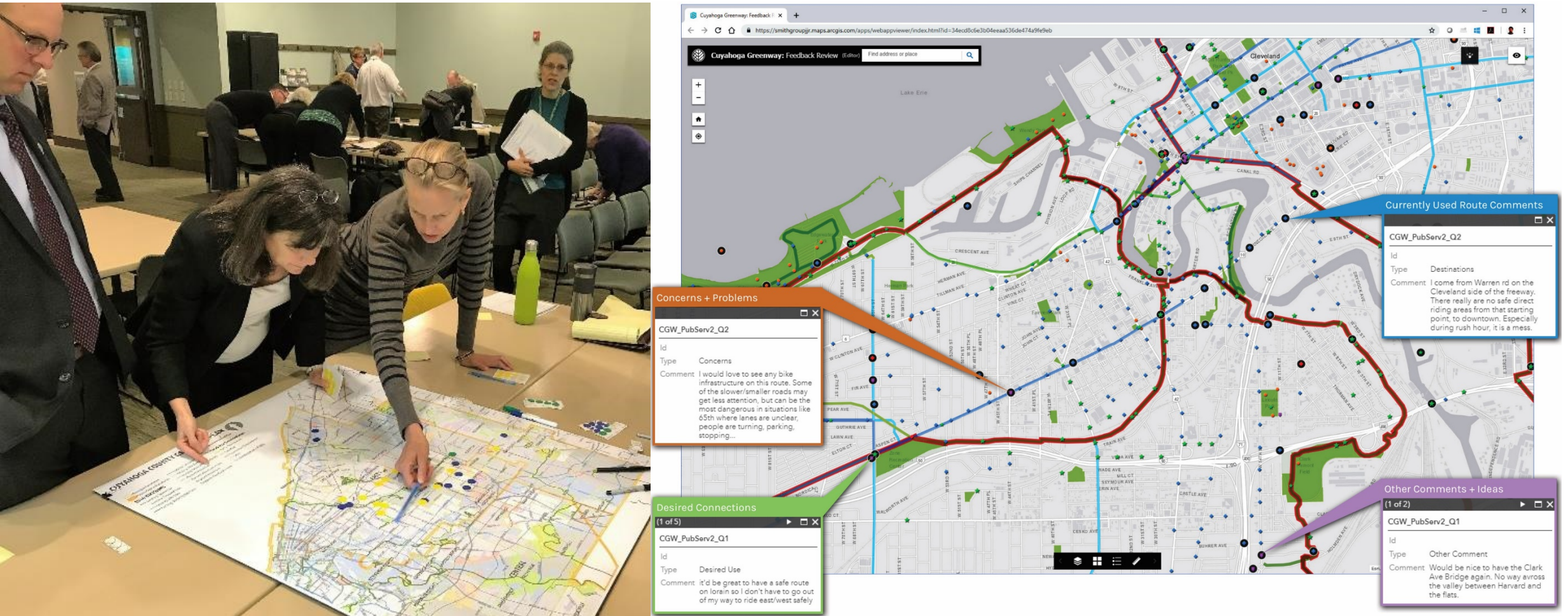
Two web + print surveys  
1,300 responses and 2,200+  
mapped data points





# MAPPING WORKSHOPS

## IN PERSON AND ONLINE



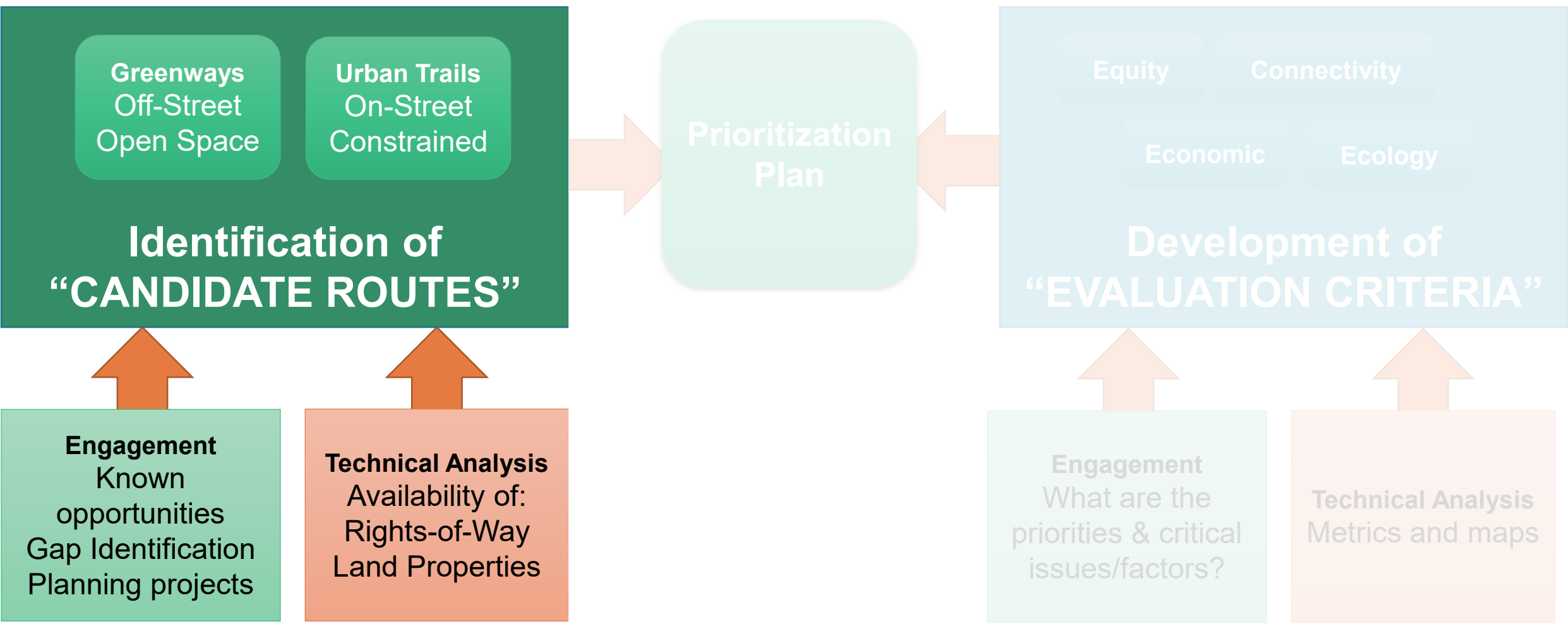
## COMMUNITY INPUT TO SHAPE ROUTES



# COMMUNITY DRIVEN, DATA ENRICHED

DATA AND ANALYSIS USED TO INFORM THE DECISION MAKING PROCESS

What are the opportunities?



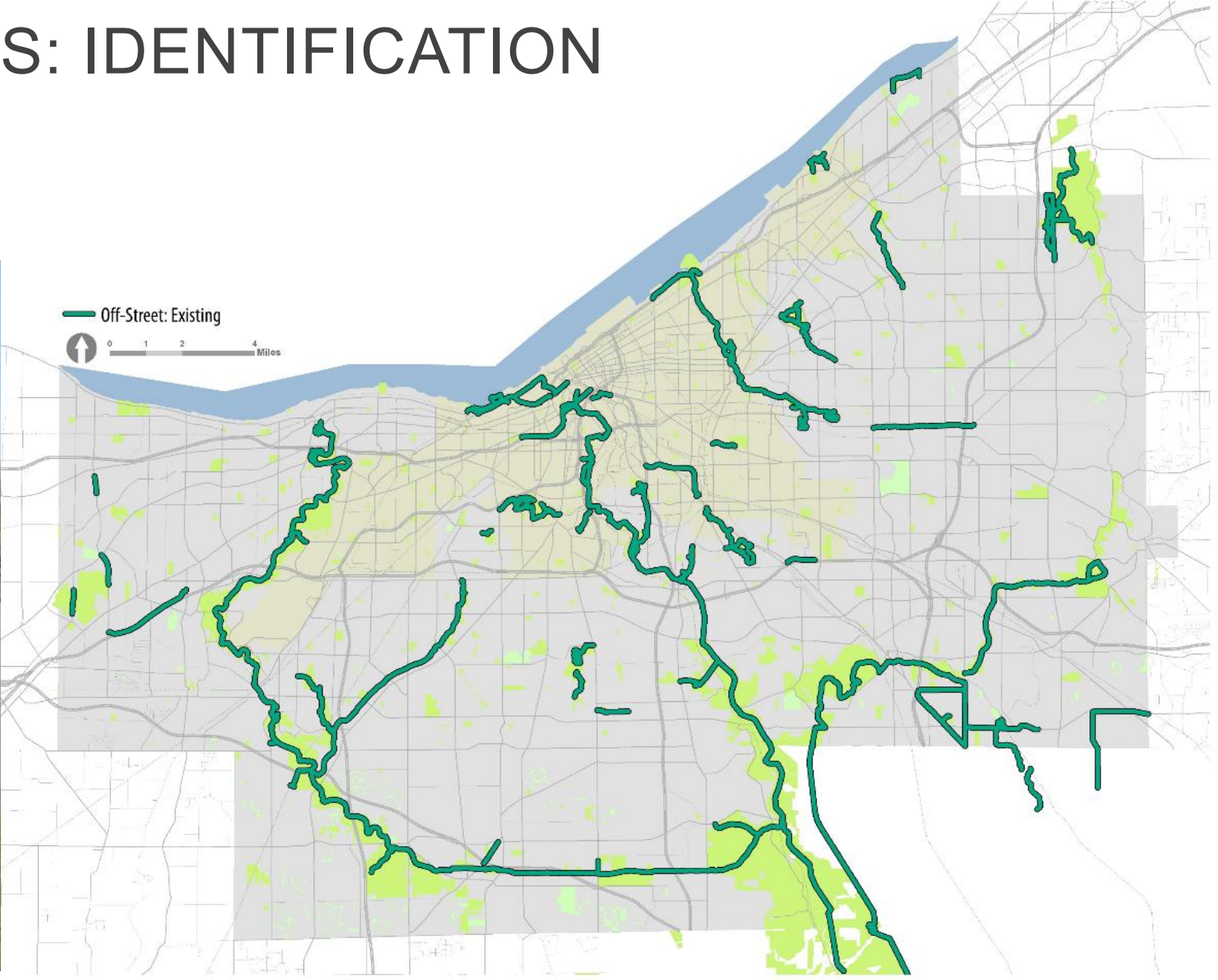
Do candidates meet our goals?

# CANDIDATE ROUTES: IDENTIFICATION

## #1 – EXISTING TRAILS



Image Source: Slavic Village Development Corporation





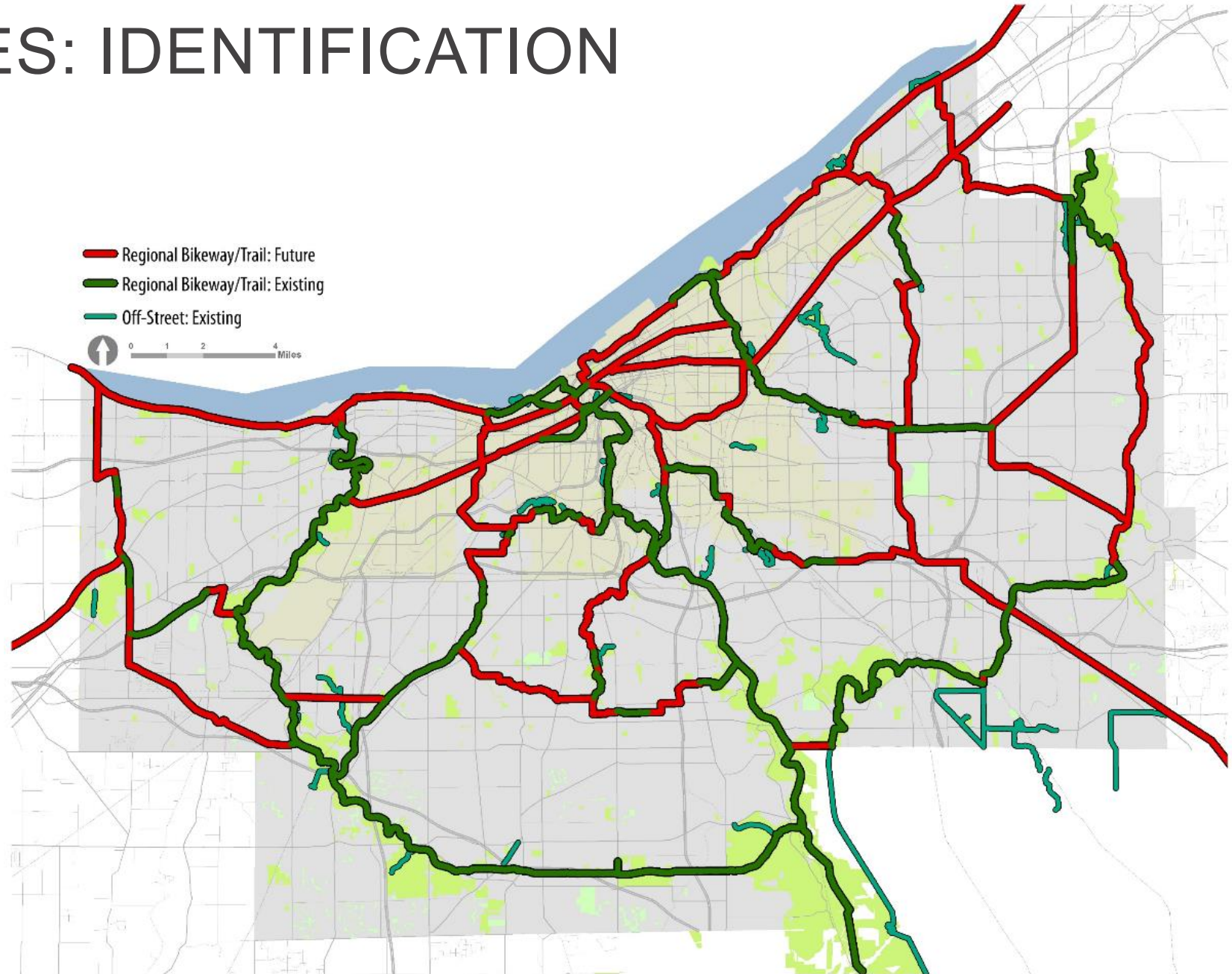
# CANDIDATE ROUTES: IDENTIFICATION

## #2 – REGIONAL NETWORK

Determined via public, technical, and steering committee input

Regional network provides:

- Close gaps in the existing trail network
- Intended for the broadest range of users and abilities
- Provide cross-county linkages
- Linkages to major destinations

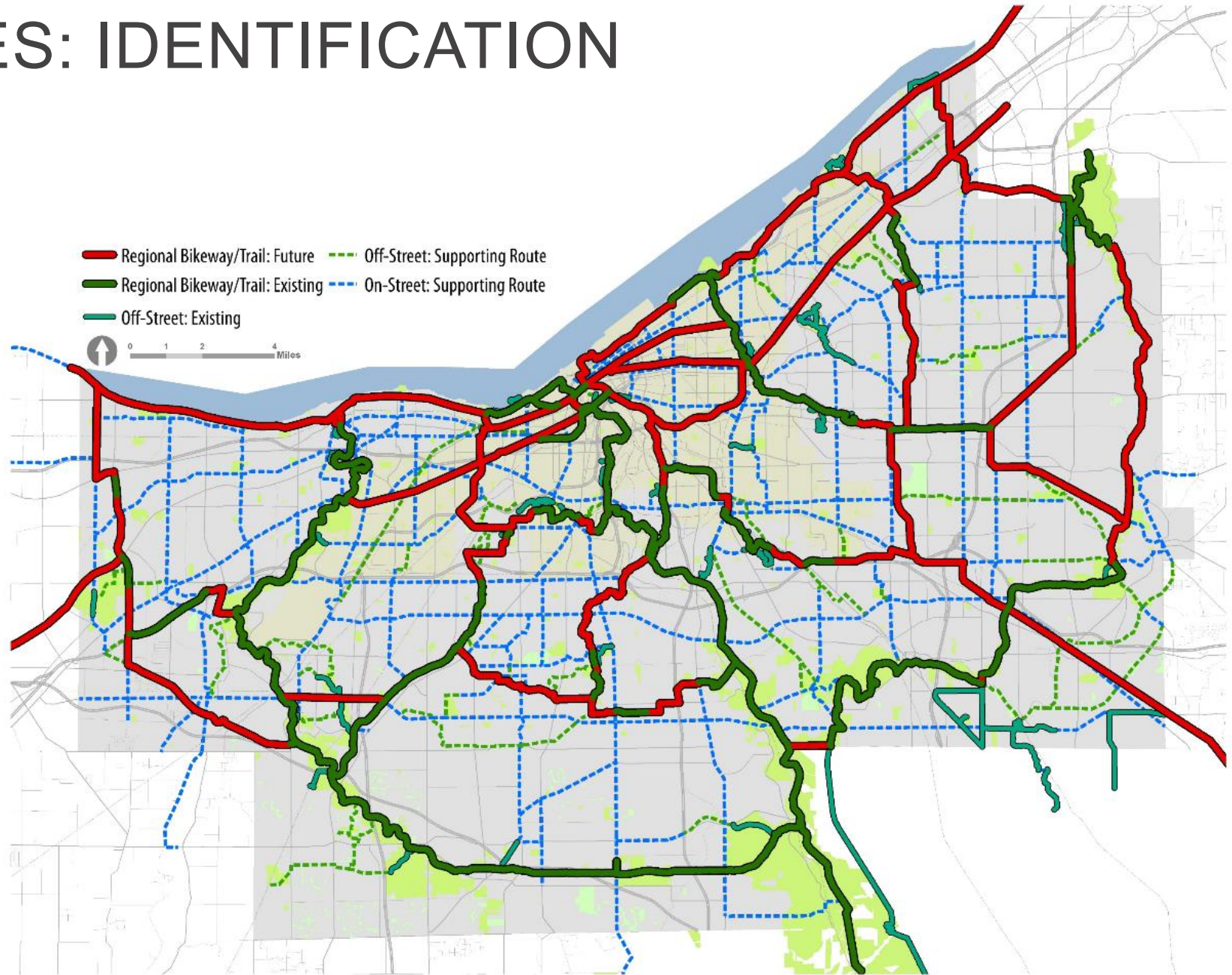




# CANDIDATE ROUTES: IDENTIFICATION

## #3 – SUPPORTING ROUTES

- Connect all communities to the regional network in addition to local destinations
- Some on-street routes may include an existing bike facility that requires additional enhancement.





# OVERALL FRAMEWORK

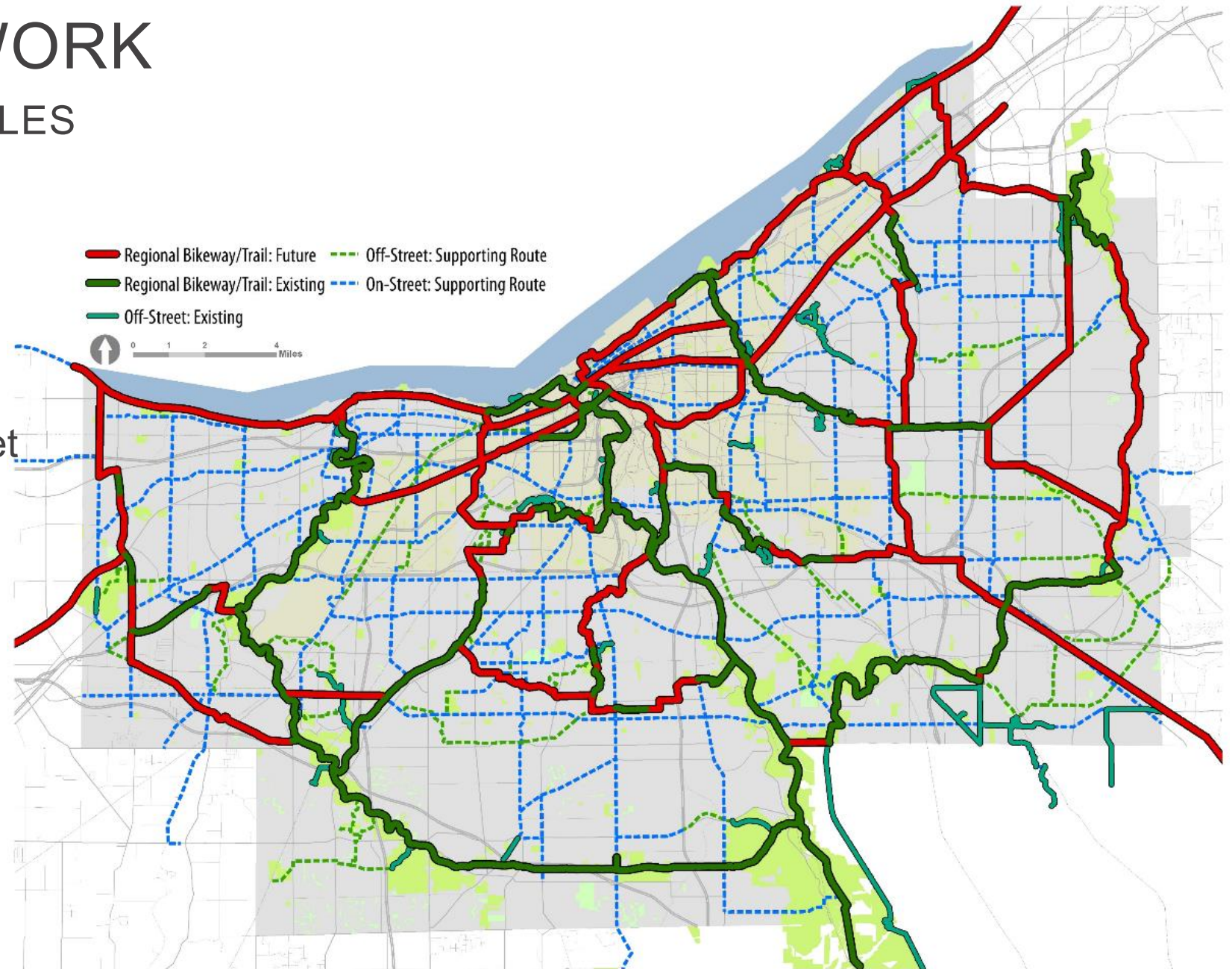
OVERALL NETWORK – 815 MILES

## Regional Network

- 122 miles of existing trail
- 47 miles of proposed trail
- 121 miles of proposed on-street bikeways

## Supporting Network

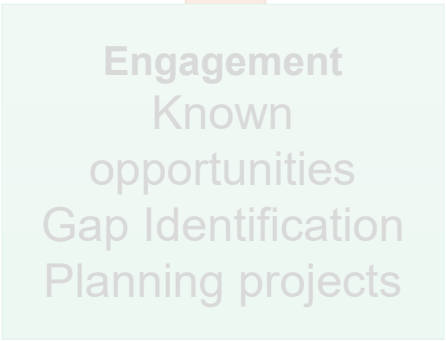
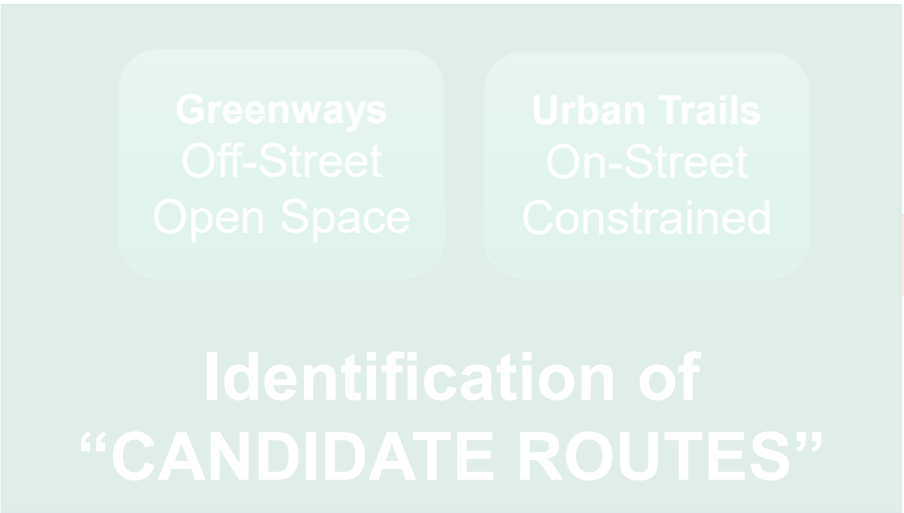
- 63 miles of existing trail
- 102 miles of proposed trail
- 360 miles of on-street



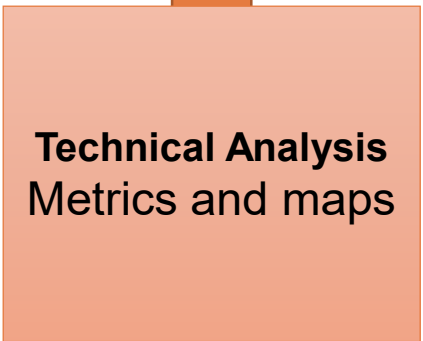
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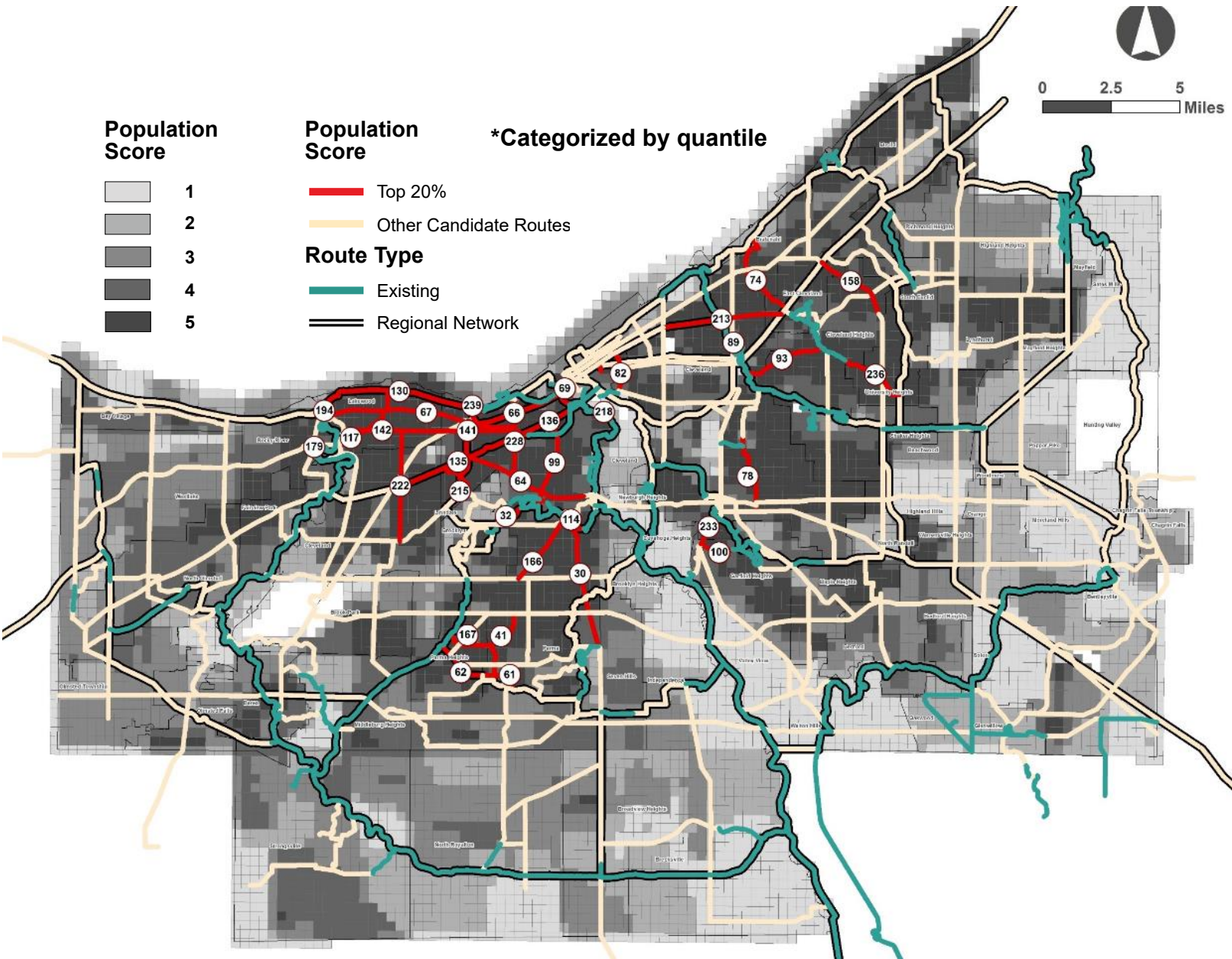


# ANALYSIS: EXAMPLE

## CONNECTING ROUTES TO DATA

### POPULATION DENSITY:

- # of people per ¼ mile analysis grid
- Typically identify routes scoring in the top 20%

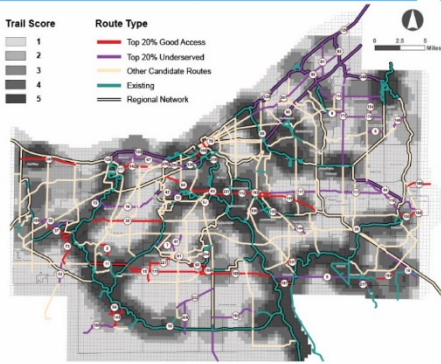




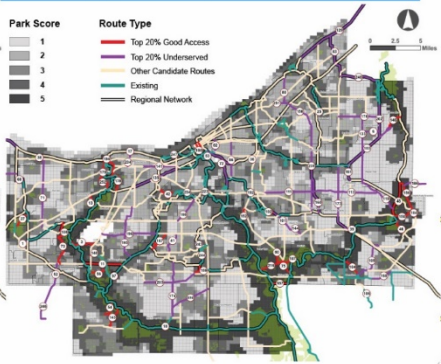
# ANALYSIS

OVER 1,300  
ROUTE  
SEGMENTS  
EVALUATED

Trail Access Factor

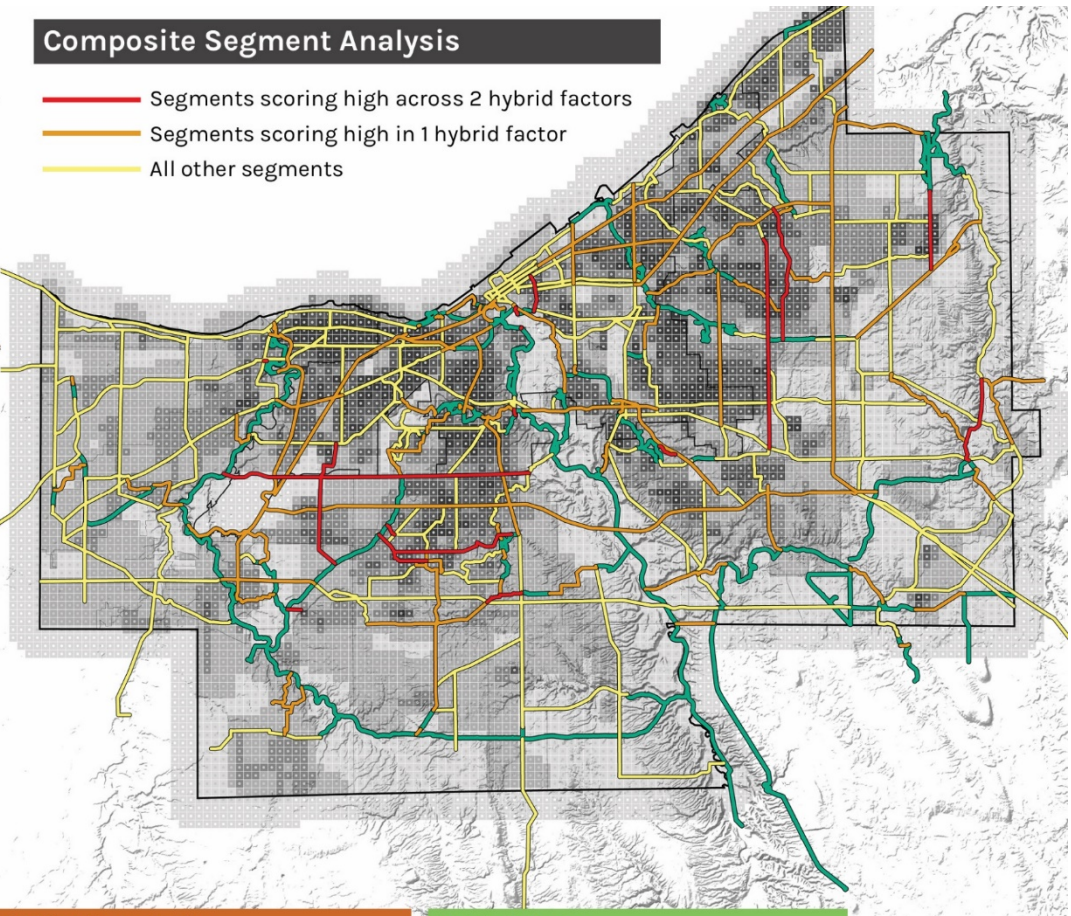


Park Access Factor

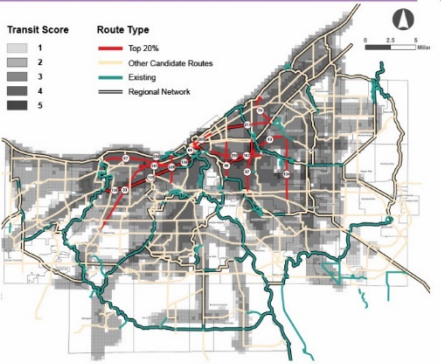


Composite Segment Analysis

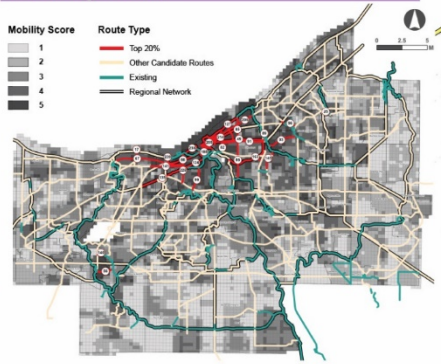
- Segments scoring high across 2 hybrid factors
- Segments scoring high in 1 hybrid factor
- All other segments



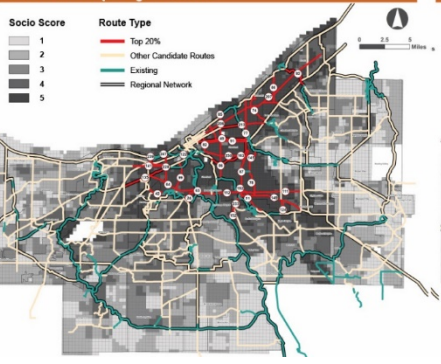
Transit Factor



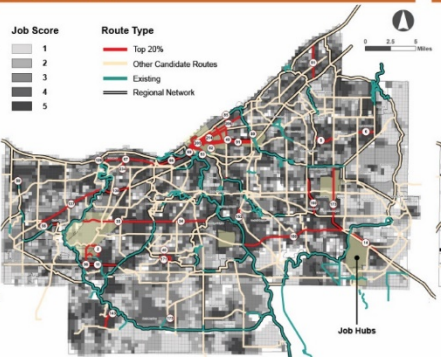
Mobility Factor



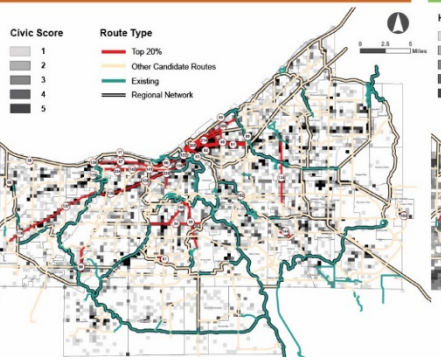
Social Equity Factor



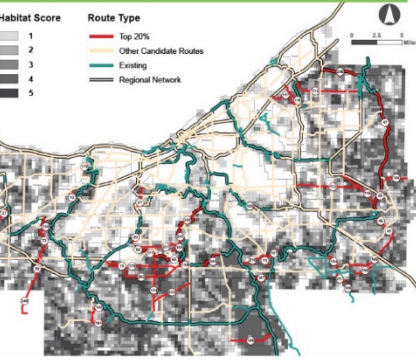
Jobs Factor



Destinations Factor



Habitat Factor



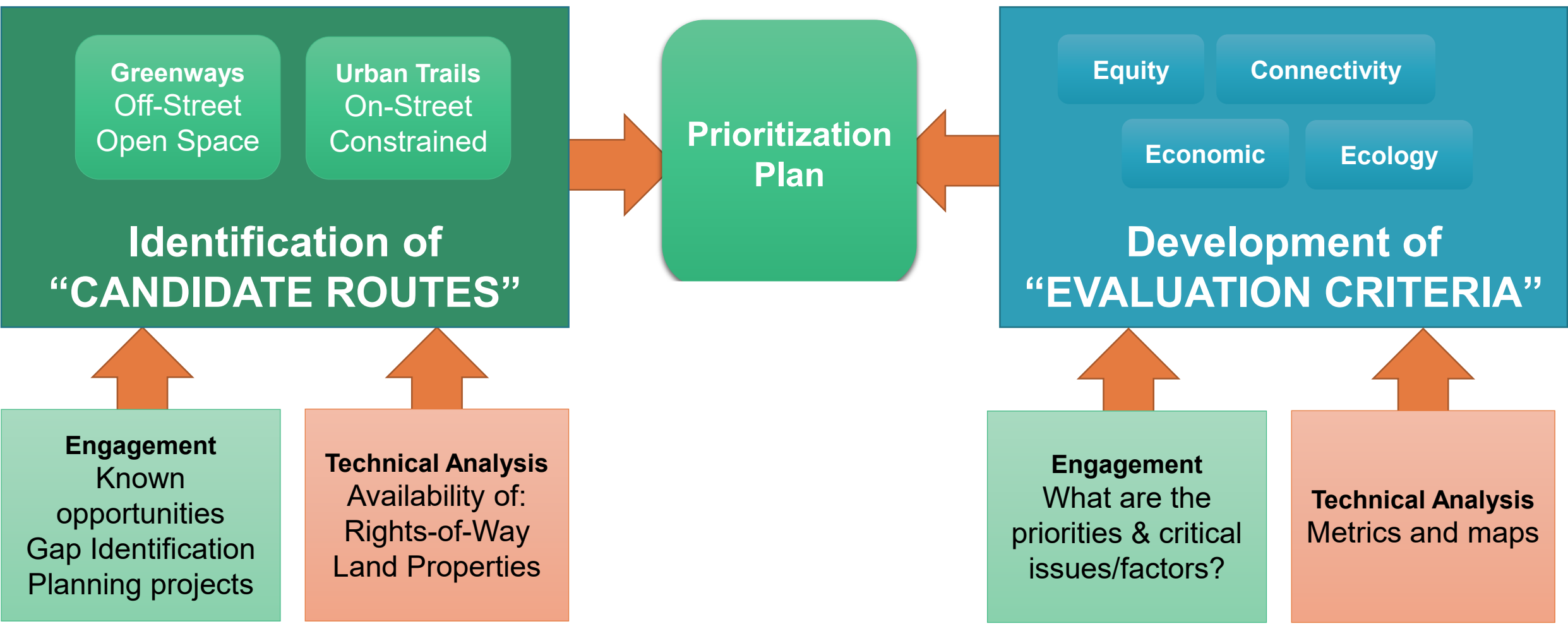


# COMMUNITY DRIVEN, DATA ENRICHED

DATA AND ANALYSIS USED TO INFORM THE DECISION MAKING PROCESS

What are the opportunities?

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# RESULTS & IMPLEMENTATION



# PRIORITIZATION PLAN

## 1. Critical Gaps

(12 projects & 14 miles)

## 2. Regional links

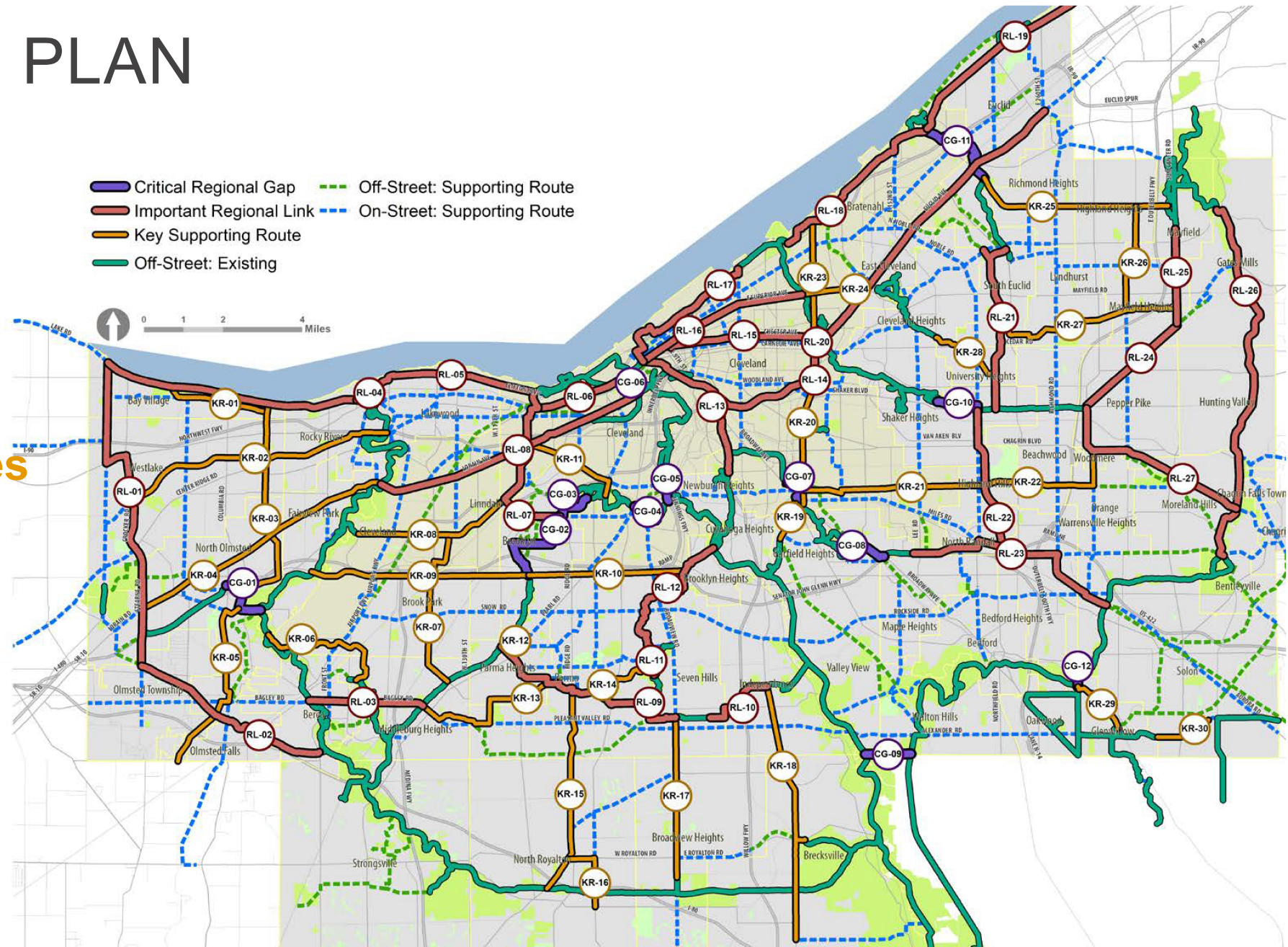
(27 projects & 122 miles)

## 3. Key Supporting Routes

(30 projects & 107 miles)

**= 69 projects, 243 miles**

(40% of the 634 miles of future routes in the overall network)



# PRIORITIZATION PLAN

## Greenways Plan is Flexible

- Should be used as a Guide

## Seeking to Highlight Notable Connections within Framework

- Identify Aligned Partners / Plans
- Identify Project Phase
- Resource Allocation

*Multi-Jurisdictional Coordination  
Can projects be bundled together*

## No one-size fits-all solution

- Will require a variety of partnerships, local support, and context sensitive design approaches.

### CRITICAL GAPS

13.5 TOTAL MILES

RT#	MILEAGE	RT NAME
CG-01	1.8	ROCKY RIVER RESERVATION TO GREAT NORTHERN CONNECTOR
CG-02	2.5	BROOKSIDE RESERVATION TO BIG CREEK RESERVATION CONNECTOR - SOUTH
CG-03	1.2	BROOKSIDE RESERVATION TO BIG CREEK RESERVATION CONNECTOR - NORTH
CG-04	0.9	LOWER BIG CREEK GREENWAY - UPLAND TRAIL
CG-05	0.2	LOWER BIG CREEK GREENWAY - TOWPATH CONNECTOR
CG-06	0.5	CLEVELAND FOUNDATION CENTENNIAL LAKE LINK TRAIL - IRISHTOWN BEND
CG-07	0.8	MORGANA RUN TRAIL - BOOTH AVENUE EXTENSION
CG-08	1.2	MCCRACKEN TRAIL TO GARFIELD RESERVATION CONNECTOR
CG-09	1.2	BEDFORD RESERVATION TO TOWPATH CONNECTOR
CG-10	1.2	SHAKER MEDIAN TRAIL TO SHAKER LAKES CONNECTOR
CG-11	2.4	EUCLID CREEK GREENWAY
CG-12	0.3	SOUTH CHAGRIN RESERVATION TO BEDFORD RESERVATION

### REGIONAL LINKS

122 TOTAL MILES

RT#	MILEAGE	RT NAME
RL-01	8.6	LAKEFRONT GREENWAY WEST TO NORTH OLMSTED 480 TRAIL
RL-02	5.3	NORTH OLMSTED 480 TRAIL TO MILL STREAM RUN RESERVATION
RL-03	2.9	BAGLEY ROAD CONNECTOR
RL-04	6.9	LAKEFRONT GREENWAY (WEST 2)
RL-05	5.5	LAKEFRONT GREENWAY (WEST 1)
RL-06	2.5	DETROIT AVENUE
RL-07	4.8	LAKEFRONT RESERVATION EDGEWATER PARK TO BROOKLYN MEMORIAL PARK
RL-08	7.1	LORAIN AVENUE CYCLETRACK
RL-09	5.9	WEST CREEK GREENWAY TO BIG CREEK RESERVATION
RL-10	2.2	WEST CREEK GREENWAY (SOUTH)
RL-11	0.3	WEST CREEK GREENWAY
RL-12	4.6	WEST CREEK GREENWAY (NORTH)
RL-13	4.4	SLAVIC VILLAGE DOWNTOWN CONNECTOR
RL-14	3.9	OPPORTUNITY CORRIDOR & IRON COURT CONNECTOR
RL-15	3.8	CHESTER AVENUE
RL-16	4.4	SUPERIOR AVENUE MIDWAY CYCLETRACK
RL-17	4.3	LAKEFRONT GREENWAY (EAST 1)
RL-18	5.0	LAKEFRONT GREENWAY (EAST 2)
RL-19	7.9	LAKEFRONT GREENWAY (EAST 3)
RL-20	8.4	EUCLID AVENUE
RL-21	4.7	S. BELVOIR BOULEVARD
RL-22	3.6	NORTHFIELD ROAD/WARRENSVILLE CENTER ROAD
RL-23	5.9	SOUTH CHAGRIN RESERVATION TO MCCracken TRAIL CONNECTOR
RL-24	3.1	GATES MILLS BOULEVARD TRAIL
RL-25	2.4	SOM CENTER ROAD
RL-26	9.9	CHAGRIN RIVER ROAD
RL-27	5.2	CHAGRIN BOULEVARD/OLD BRAINARD ROAD

### KEY SUPPORTING ROUTES

107 TOTAL MILES

RT#	MILEAGE	RT NAME
KR-01	2.6	WOLF ROAD
KR-02	7.0	HILLIARD BOULEVARD
KR-03	5.5	CLAGUE ROAD
KR-04	6.8	LORAIN ROAD
KR-05	4.9	COLUMBIA ROAD/USHER ROAD
KR-06	3.8	ABRAM CREEK GREENWAY
KR-07	4.3	SMITH ROAD GREENWAY
KR-08	4.0	BELLAIRE ROAD/PURITAS ROAD
KR-09	5.6	BROOKPARK ROAD - WEST
KR-10	4.0	BROOKPARK ROAD - EAST
KR-11	2.6	FULTON ROAD/DENISON AVENUE
KR-12	0.7	PEARL ROAD - SOUTH
KR-13	4.1	WEST CREEK GREENWAY/SHOPPES AT PARMA TO BIG CREEK RESERVATION
KR-14	2.1	WEST CREEK RESERVATION - PARMADALE TO STERNS HOMESTEAD
KR-15	5.3	RIDGE ROAD/BENNETT ROAD
KR-16	1.9	ROYALTON ROAD/STATE ROAD
KR-17	4.1	BROADVIEW ROAD - CENTRAL
KR-18	6.8	BRECKSVILLE ROAD
KR-19	1.0	WARNER ROAD
KR-20	3.7	E. 93RD STREET
KR-21	4.7	HARVARD AVENUE (CENTRAL)
KR-22	3.7	HARVARD AVENUE (EAST)
KR-23	3.1	E. 105TH STREET
KR-24	1.7	SUPERIOR AVENUE (EAST)
KR-25	5.0	HIGHLAND ROAD
KR-26	2.9	MINER ROAD/LANDER ROAD
KR-27	5.0	ACACIA CONNECTOR
KR-28	1.9	WASHINGTON BOULEVARD
KR-29	1.6	TINKER'S CREEK TRAIL - NORTH
KR-30	1.4	PETTIBONE ROAD



# IMPLEMENTATION - PARTNERSHIPS & COORDINATION

**Coordination between organizations, projects, & local and regional agencies is critical.**

## County Planning

- Will work to integrate routes into local community master plans
- Process can help confirm alignments and/or determine alternatives
- Help continually gather support and feedback through public engagement

## Cuyahoga Greenway Partners (CGP)

- Collaborative featuring agencies across Cuyahoga County with vested interests in trails
- Helps foster communication, agency coordination, and trail advocacy across the county

## Cuyahoga County

- County Executive SOTC Speech highlighted the Greenways as part of Climate Action Plan



# IMPLEMENTATION - MOMENTUM

## LOGO & BRANDING



## MEDIA COVERAGE







# THANK YOU

[WWW.CUYAHOGAGREENWAYS.ORG](http://WWW.CUYAHOGAGREENWAYS.ORG)

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